a driving axle weight up to four thousand (4,000) pounds or greater.

(4) *Between roll wheel lifts.* For dual-roll dynamometers, these must be controllable and capable of lifting a minimum of four thousand (4,000) pounds.

(5) *Roll brakes.* Rolls must be locked when the wheel lift is up.

(6) *Speed indications.* The dynamometer speed display must have a range of 0 mph to 60 mph (or 0 kph to 100 kph), and a resolution and accuracy of at least 1 mph (or 1 kph).

(7) *Safety interlock.* A roll speed sensor and safety interlock circuit must be provided which prevents the application of the roll brakes and upward lift movement at any roll speed above 0.5 mph (0.8 kph).

(c) The dynamometer must produce the load speed relationships specified in §§ 85.2217 and 85.2219.

[58 FR 58414, Nov. 1, 1993]

§ 85.2231 On-board diagnostic test equipment requirements.

(a) The test system interface to the vehicle shall include a plug that conforms to SAE J1962 ''Diagnostic Connector.'' The procedure shall be done in accordance with SAE J1962 ''Diagnostic Connector'' (JUN92). This incorporation of reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552 (a) and 1 CFR part 51. Copies of SAE J1962 may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096–0001. Copies may be inspected at the EPA Docket No. A–94–21 at EPA's Air Docket, (LE–131) Room 1500 M, 1st Floor, Waterside Mall, 1200 Pennsylvania Ave., NW., Washington, DC, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http:// www.archives.gov/federal_register/ code_of_federal_regulations/ ibr_locations.html.*

(b) The test system shall be capable of communicating with the standard data link connector of vehicles with certified OBD systems.

(c) The test system shall be capable of checking for the monitors supported by the on-board diagnostic system and the evaluation status of supported monitors (test complete/test not complete) in Mode $01 PID $01, as well as be able to request the diagnostic trouble codes, as specified in SAE J1979. In addition, the system shall have the capability to include bi-directional communication for control of the evaporative canister vent solenoid. SAE J1979 is incorporated by reference and approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of all the SAE documents cited above may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096–0001. Copies may be inspected at the EPA Docket No. A–94–21 at EPA's Air Docket, (LE–131) Room 1500 M, 1st Floor, Waterside Mall, 1200 Pennsylvania Ave., NW., Washington, DC, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http:// www.archives.gov/federal_register/ code_of_federal_regulations/ ibr_locations.html.*

(d) [Reserved]

[61 FR 40948, Aug. 6, 1996, as amended at 63 FR 24434, May 4, 1998; 66 FR 18179, Apr. 5, 2001]

§ 85.2232 Calibrations, adjustments—EPA 81.

(a) *Applicability.* The requirements of this subsection apply to short tests conducted under Emissions Performance Warranty through December 31, 1993. The requirements of § 85.2233 apply concurrently until December 31, 1993, after which the requirements of § 85.2233 are solely in effect. The following exceptions apply: In a state where the Administrator has approved a SIP revision providing for implementation of a basic centralized program meeting the requirements of part 51, subpart S of this chapter, according to the schedule specified in § 51.373 of this chapter, the requirements of this section are concurrently in effect until June 30, 1994 for 1995 and earlier model year vehicles or engines; in a state where the Administrator has approved a SIP revision providing for implementation of an enhanced program meeting the requirements of part 51, subpart S